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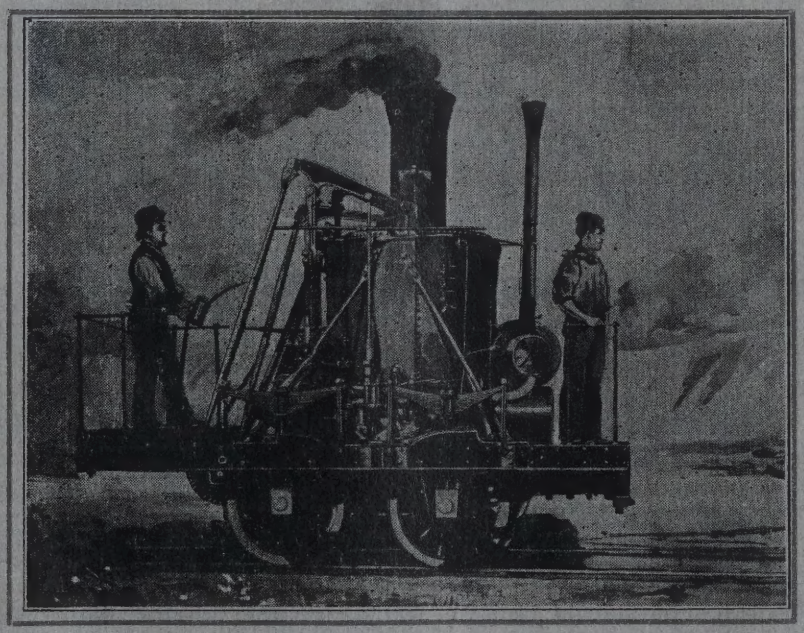
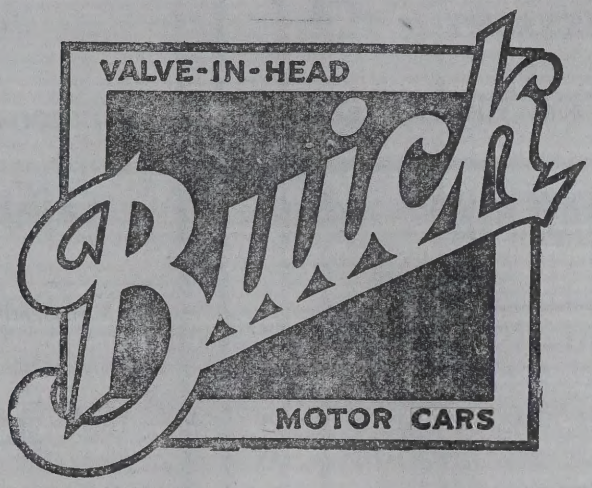
OCTOBER 30 -- 31



FALL FESTIVAL AND HOME COMING



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Wed.	22	(Richard Barthelmess)
Thurs.	23	**"LET NO MAN PUT ASUNDER"**
Fri.	24	(Pauline Frederick-
Sat.	25	**"AGAINST ALL ODDS"** (Buck Jones)
Sun.	26	**"WHY MEN LEAVE HOME"**
Mon.	27	(Lewis Stone and Helen Chadwick)
Tues.	28	**"GOLD FISH"**
Wed.	29	(Constance Talmadge)
Thurs.	30	**THE CODE OF THE WILDERNESS**
Fri.	31	(John Bowers—The Garrett Boy)
Sat.	1	**"THE LOVE BANDIT"** (Doris Kenyon)
Sun.	2	**"PONJOLA"**
Mon.	3	(Anna Q. Nelson)
Tues.	4	**"ONE LAW FOR THE WOMAN"**
Wed.	5	(Mildred Harris Chaplin)
Thurs.	6	**"WHAT SHALL I DO"**—A Frank
Fri.	7	Woods Special. (Dorothy Mackaill)
Sat.	8	**"THRU THE FLAMES"** (Richard Talmadge)
Sun.	9	**"MIAMI"**
Mon.	10	(Betty Compson)
Tues.	11	THE COVERED
Wed.	12	WAGON
Thurs.	13	MATINEE AND EVENING
Sat.	15	**2:30 to 11:00 P. M.**
Fri.	14	

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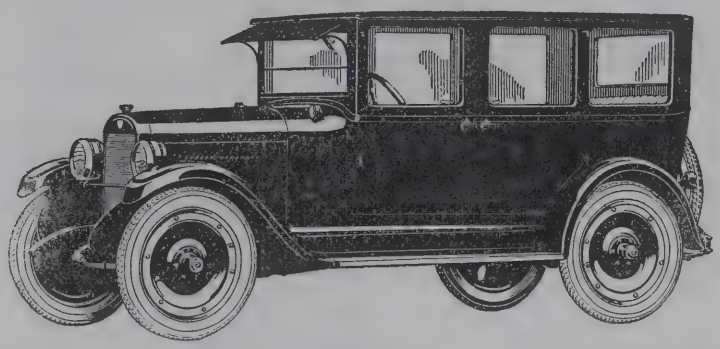

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HISTORY OF THE B. & O. LOCOMOTIVE "ATLANTIC"

WHICH IS ALSO AMERICA'S OLDEST LOCOMOTIVE AND WHAT THE BALTIMORE & OHIO RAILROAD COMPANY IS TODAY

On February 28, 1827, the Legislature of Maryland granted a charter to "The Baltimore & Ohio Railroad Company." On July 4th, 1828, the corner stone of the road was laid with appropriate ceremonies, Charles Carroll, of Carrollton,the last surviving signer o fthe Declaration of Independence, taking a very prominent part, that of turning over the first spade full of earth which marked the beginning of the Baltimore & Ohio Railroad, America's First Railroad. The first fifteen miles of track between Ellicott's Mills and Baltimore City was finished early in 1829, and the horse drawn cars went into service at once carying passengers and freight between the points named.

In 1830, Mr. Peter Cooper, of New York City, built a steam locomotive, "The Tom Thumb," and with the permission of the management of the Baltimore & Ohio, it was brought to Baltimore and made many trial runs between the various points on the fifteen mile line road. These trials proved that steam could be used to advantage on the line, and late in 1830, five designers and builders of locomotives participated in a competitive test each one submitting a locomotive for trial, which they thought best adapted to use on the Baltimore & Ohio, and which had been entered in response to an offer of a $5,000.00 prize for the locomotive giving the best results. After a thorough series of trials, "The York" locomotive, built by Mr. Phineas Davis, a watchmaker of York, Pa., was awarded the prize of $5,000.00 and a second prize of a lesser amount was given to "The Johnson" locomotive, submitted by Mr. William Johnson of Baltimore, Md. After a few changes in the construction of the locomotive had been made, "The York" went into regular service, and in working as the "York Express" with the smaller cars handling the smaller points, the Baltimore & Ohio service from Baltimore to Ellincott's Mills was very satisfactory. Indeed, it soon became apparent that more and heavier equipment would have to be provided to conduct the business that was growing so rapidly, and in February 1832, the management of the Baltimore & Ohio determined to have a new locomotive built; drawings and specifications were made ready, and Phineas Davis secured the contract for building the locomotive required. Early in June 1832, the various parts of the locomotive were made and fitted, and brought to Baltimore from York in oxcarts. Immediately after its arrival, the parts of the locomotive were assembled and the engine completed. This new engine was christened "The Atlantic" and with its long driving rods suggesting in their operation the long hind legs of the grasshopper, it soon became known as the "Grasshopper of the Baltimore & Ohio." The following dimensions will give a fair idea of the power of the engine. Length—14 feet, height from rail to top of smoke stack—14 feet, working steam pressure—50 pounds, cylinders—18 inches in diameter, stroke of pistons —16 inches, stroke of driving rods—24 inches. As soon as it was well tried out, "The Atlantic" went into regular service, and it gave complete satisfaction; other engines of similar design were ordered and placed in service, but the "Atlantic" being the pioneer of this type of locomotive was given the cognomen, "The Mother of the Grasshoppers," a title which is still appleid to the old engine. In 1835, when the line to Washington was completed, the "Atlantic" was the first locomotive to enter the Capitol City of the Nation, and a multitude of people were on hand to welcome the advent of the locomotive. After engines of greater weight and power had been built they took the place of the "Grasshoppers" and on account of their small size, the grasshoppers were used in yard and shifting service. In 1892, when it was decided to withdraw the four engines of the type which were still in yard service at Mt. Clare, Md., "The Atlantic" had a service record of sixty years.

These old engines formed a very important part of both the Columbian Exposition of 1893 at Chicago, and the Louisiana Purchase Exposition at Saint Louis in 1904. They with all of the other engines contained in those exhibits are stored at Martinsburg, W Virginia. "The Atlantic" is kept in good running order and is ready for a trip at any time. The two old coaches, one the Baltimore & Ohio horse car of 1829, was the first rail car used in America, and the other car, "The Novia Scotia Pioneer," was the first built in London, England, by Timothy Hackworth, for the use of the members of the Coal carrying firm who had ordered it for their

private use. In the same ship that brought the car to Halifax, Novia Scotia, the newly appointed governor of Canada was a passenger. Upon his arrivel he was met by his fiancee, and next morning the wedding took place in the Cathedral at Halifax.

As a compliment to the Governor General and his bride, the coach was offered to them as the means of conveying them to their new home, and therefore the first trip of the coach was thus made as a bridal trip of 25 miles. It is said that any unmarried lady who will sit in the coach for ten minutes without speaking may be married if she wishes within a twelvemonth. In addition to being known as the "Novia Scotia Pioneer" the coach is often called "The Bride's Coach" On the famous first trip it was hauled by the Sampson," Canada's First Locomotive; both coach and locomotive were built in 1838.

TO-DAY

The Baltimore & Ohio Railroad has 2647 Locomotives, 116,417 cars and operates in twelve states.

HISTORY OF THE BUILDING OF THE CHICAGO DIVISION OF THE BALTIMORE & OHIO RAILROAD

The history of Garrett is so closely allied with that of the Baltimore & Ohio Company that its very existence is dependent upon its energies and activities.. Therefore, there can be no history of Garrett without giving due credit for the part taken in its growth by the Baltimore & Ohio Railroad Company.

The Baltimore & Ohio Railroad Company in the development of its properties and desiring to enter the competitive fields of commerce with the Pennsylvania, the New York Central, and other lines, conceived of the plan of connecting the iron, steel and coal industries of Pittsburg and the east, with the great grain fields of the west.

The management of the Baltimore & Ohio Railroad Company was then in the hands of that master of finance, John W. Garrett, the President, assisted by John King, Jr., as 1st vice-president, and William Keyser, as 2nd vice-president, men of great financial ability and energy. John R. Cowen was the general counsel and James Randolph the chief engineer.

The Company obtained a controlling interest in the Central Ohio Railroad, and having leased the Sandusky, Mansfield and Newark Railway, organized and built the Newark Somerset and Straitsville Railroad into the coal fields of southern Ohio, proposed to make these line feeders to the line between Pittsburg and Chicage.

It was the purpose of the president and his advisors to construct the lines from the Sandusky, Mansfield and Newark Railroad first, and later to connect the two lines, but owing to financial difficulties, the completion of the last link was deferred.

In pursuance of this plan, in the fall of 1871 the chief engineer was directed to organize a corps of engineers and begin a preliminary survey. On the eleventh day of October an engineering corps, consisting of Beverly Randolph, assistant engineer, J. T. Frazier, transit man, and Robert Henderson, levelman, with other employees, began the survey.

Work was begun on the Clinton Air Line, a railroad which had been partially constructed in Seneca county, Ohio. This was abandoned and a survey was made thru the village of Havana, O., and on west to Republic, O., to connect with the Mad River and Lake Erie Railway, a line which had been abandoned. The line was surveyed from Republic, O., to Tiffin, O., and then on to Fostoria, Ohio, but on account of weather conditions further work was suspended until spring.

On the twenty-fifth of March, 1872, surveys were commenced, with Defiance as the objective point, through a country covered with heavy timber for forty miles and water a foot deep. This survey was completed May 3, 1872, with all of the men sick with malaria, chills and fever, except the transit man and the axemen, who were residents of the county. The transit man was instructed to organize a force of natives and make the final location.

The survey was completed in June, and the sick men having returned to the field of action, at once began the preparation of maps and profiles preparatory to securing the right of way and the starting of the preliminary work incident to beginning construction.

After the completion of the preliminary work in November, 1872, the chief engineer thought it desirable to change the location of the terminus from Havana to a point more desirable in the proposed extension to Pittsburg, and to this end the engineers in the early part of December, 1872, re-located the line from Republic, Ohio, to the village of Chicago Junction (Now Willard).

In October, 1872, the work was let to contractors and preparations made for beginning active operations. Construction was begun about May 1, 1873, but work was de-

layed on account of the continuous rains. Col. S. R. Johnson, an experienced engineer, was placed in general charge of construction, with T. J. Frazier, E. A. Jones, and Robert Henderson, resident engineers; Frazier in charge from Defiance, O., to Bascom, O., Henderson from Bascom to Republic, O., and Jones from Republic to Chicago Junction, O. The construction of the line from Defiance, O., to Chicago was in the hands of Charles Ackenheit and George Crocker.

Grading began May 1st, 1873, at Fostoria, track laying and ballasting were begun at Fostoria under David Lee, master of road, July 1st, 1873, on the division of T. J. Frazier and the work was rushed with vigor. Track laying was continued east and west at the same time, and by December 15, 1878, the rails were all laid between Chicago Junction and Deshler, Ohio. The "Col. I. Riley" was the first engine used on construction. It was brought here from the Straitsville division and delivered at Fostoria, O., from Mansfield, O., by the Pennsylvania Railroad. It was soon returned to New York and replaced by engine 902, with Billy Armstrong as engineer.

The first mixed train handling passengers and freight on the Chicago division was put into service January 1, 1874—between Chicago, Indiana and Deshler and between Chicago Junction July 4, 1874, and over the entire line from Chicago Junction to Chicago November 23rd, 1874, with William P. Lane as conductor and Frank Sembower and R. Lantz engineers.

This railroad was organized and incorporated in 1874 under the name of Baltimore Pitsburg & Chicago Railroad Company, with Ohio, Indiana and Illinois divisions, and in 1878 was reorganized as the Baltimore and Ohio and Chicago Railroad Company. An extension of this line was completed to Pittsburg in 1891, under the name of Akron and Chicago Junction Railroad Company.

The country traversed by this railroad on the Chicago division was comparatively level, but many were the difficulties which arose in maintainence and construction.

The country abounded in swamps of greater and less magnitude many of which were necessary to trestle or bridge to support the track. The aggregate length of these trestles exceeded nine miles. The tamarack swamp at Garrett was from 1200 to 1500 feet in length and the depth was never ascertained. The men engaged in construction insisted that the piles were spliced and driven 600 feet into the muck. This does not seem possible. The most reliable insupervisor, was that the depth exceeded 85 formation, obtained by Mr. J. R. Skilling, the feet. The sounding rods having bent out of line a greater depth could not be obtained.

Another swamp which gave a great deal of trouble was one at Albion. The road bed was brought to grade and later sank out of sight, leaving a lake where the road bed had been. The engineer informed me that after the road had settled he put in 100,000 cubic yards of earth.

This section of the road was contracted to Squires and Higgins Brothers, who failed to complete their contract and it was re-let to Hill and McKachney, out of which grew a $150,000 law suit, which was litigated for months.

From the time the first train passed over the trestle at Garrett it began to settle. The settling was so rapid that it was necessary to keep a force of carpenters and laborers on it for months, night and day. Many thousand feet of timber were used to keep the track in line and surface. All broken down cars, old bridge timbers and old cross ties, together with cinders and waste material were put into it.

The original location of this railroad, between Edgemoor and Whitings, in Lake County, Indiana, was on the banks of Lake Michigan. The tracks were frequently washed out and was a matter of great expense.

This line then terminated at Brookdale, a station on the Illinois Central railroad. Under an agreement with the Illinois Central Railroad, this company used the tracks and terminal facilities of the Illinois Central. This agreement expired by limitation about the year 1892. Under the terms of this agreement this company had the right of renewal on notice. Through oversight this company failed to exercise its right of renewal.

This resulted in litigation which lasted several years. This company then negotiated a lease with the Chicago, Rock Island & Pacific R. R. the construction of the Baltimore & Ohio connecting R.R. and the purchase of the controlling interest of the Baltimore & Ohio Chicago Terminal R.R.

The opening of the road for traffic was attended by many serious difficulties. As soon as the last rail was laid, the company began its organization for the movement of trains. It had only a few telegraph offices, no station buildings and its water stations only temporary. The locomotives had no injectors and the supply of water was kept up with pumps. The men had no sleeping quarters and often slept on their engines. The winter of 1874 was an exceedingly cold one and the men, in all departments suffered greatly. The result was the company lost its business and its reputation, which required many years to overcome.

The company had in its employ as good men as may be found anywhere. They were worn out by work and exposure The locomotives which had been used in construction

service, without repairs, were put in the freight service, and worn out passenger engines were used in the passenger service.

The Baltimore and Ohio Railroad Company was opened for business November 23rd, 1874. The first passenger engines were manned by Frank Sembower, Reuben Lantz Charles Moses and John Kennedy. Of these Sembower alone remains to tell the story of his hardships and triumps. The first through train into Chicago was run by Sembower.

Wm. T. Eagan, one of the oldest in active service, entered service in 1875 as a section laborer, was promoted to section foreman, then to supervisor and engineer. He lives today faithful to his employer.

The first conductors employed on this line were William Lane, Oliver Cuerney, Frank Baird and Stephen Defries. These men have all gone in to the great beyond.

The oldest conductor in years of service at present is Mich. Hallinan. He entered the service in 1873, working on the grade as a laboror and was later transfered to the section force and later promoted to conductor.

Mr. T. J. Frazier recalls with much interest in the early history of Garrett. In the latter part of October, 1874, he was directed by Mr. W. C. Quincy, General Manager, to join him and his party, for the purpose of establishing division points west of Auburn, Indiana.

He was instructed to locate a "Y" for turning engines, an engine house and other buildings.

In the early morning, at the road now as Randolph Street, the train came to a stop and he was informed that this was Garrett and the location of the proposed improvements were pointed out to him. They said nothing about breakfast which was being prepared in the car. He skirmished around for breakfast and was successful in finding a light breakfast at a nearby log house.

While eating he discovered a small boy sitting in the corner of the room, close to the cook stove. He asked him if he had the ague. He replied he had none, but if he would go to Auburn he could find lots of it.

The only residence he could find was this log cabin on the east side of the road.

He next secured the assistance of two men, who were working near by and proceeded to locate the "Y" After watching the snakes make their breakfast on frogs and after satisfying himself they were not poisonous, proceeded to wade in and perform his duties.

He next located an engine house, with capacity for six locomotives. This was known as the square round house.

He then located temporary buildings for sleeping puarters. Prior to this the Baltimore Land Company had taken options on nearly a section of land. Mr. Washington Cowen, the representative of the land company represented that he had three sons and he desired to purchase adjoining farms. The purchase of the three farms and the presense of engineers with surveying instruments set them thinking. The property owners from whom the land had been purchased immediately inquired as to their business. The consternation was great and they were soon on their way to consult lawyers and seek consolation from them.

Mr. Cowen, having accomplished his object, returned to his home at Millersburg, while other real estate speculators were endeavoring to purchase what was left.

With the opening of spring there was great activity, in the purchase and sale of real estate and in the construction of business houses and homes.

In the year 1875, the first child, of Garrett parentage, was born. So great was the iinterest in the matter that a celebration was had commemorating the event. The B. & O. R. R. Company gave free transportation to those desiring to attend. Mr. Frazier secured the attendance of the Harmonica Band of Tiffin, Ohio, and many persons from Tiffin and other places accompanied the band.

There was a dance at night and many speeches of congratulation to the parents of the children.

The chistening of the children was under the auspices of Mr. Washington Cowen, father of Mr. John K. Cowen, former president of the company. Mr. Cowen gave a fine silver service to the fortunate mothers of the children. The male child was christened Quincy Garrett Reynhold and the female child was christened Indiana Garrett Quigley.

The permanent railroad shops were constructed in the year 1875 and 1876 under the direction of Mr. W. A. Pratt, resident enginneer.

The hotel was erected about this time and is now known as the hotel Ueber, important additions having been made several years ago to the old building.

——Note of Appreciation:—The history of the building of the Chicago Division and the locating of the city of Garrett is contributed by Mr. T. J. Frazier of Tiffin, Ohio. Mr. Frazier came from Virginia to Ohio in 1871, and was employed with the engineering corps that had the work in charge. Of the several young men employed at the same time, Mr. Frazier was the only one retained by the company. At the age of seventy-five years, Mr. Frazier is still in active service with the B. & O. Railroad Company, a respected and honored employee. Dates, incidents and events of fifty years ago are very clear in Mr. Frazier's memory, and it is a real privilege to listen to his narration of the adventures and hardships of pioneer road building.

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HISTORICAL B. & O.

Nearly a hundred years ago the Baltimore & Ohio Railroad Company was "born" in the City of Baltimore, Md. Its charter is the oldest from which a railroad actually started, constructed, and completed. It was America's first railroad, chartered and constructed for conducting a general railroad transportation business of passengers and freight. Like all other great inventions, especially those which have meant so much to human progress in the past century, the Baltimore & Ohio railroad was born of necessity. The commerce of the prosperous, provincial city of Baltimore was threatened with annihilation for the Conestoga wagons that carried the freight over the Nemacolin Pathway its principal trade route across the mountains to the west, could not successfully compete with the canal carriers farther to the north. Since it was impossible to dig a canal through the Alleghany mountains and thereby reach the Ohio River a direct route, Baltimore's commercial leaders turned their attention to the possibilities of a Rail way.

On February 12, 1827 therefore, the first meeting of the prominent citizens of Baltimore who were most interested in such a project, gathered at the residence of George Brown to consider the building and equipping of a railroad from Baltimore to the Ohio River with the least possible delay. A company was appointed and reported back to the founders, the result of which was an aplication to the Maryland Legislature for an act to incorporate the Baltimore & Ohio Railroad Company was authorized to construct "two or more sets of rails from Baltimore to the Ohio River." By April 24th, of that year, the Company was organized and the books of sub scription to the stock were opened, with Philip E. Thomas its first president and George Brown, its first treasurer.

The "First Stone," or corner stone to formally mark the beginning of construction of the Baltimore & Ohio Railroad was laid on July 4th, 1828, under the auspices of the Masonic Order assisted by the Venerable Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence and then in his ninetieth year, who cast the first spade full of earth. Upon that occasion the aged patriot, as he fully sensed the import of his action, said: "I consider this among the most important acts of my life second only to my signing the Declaration of Independence, if even it be second to that." On that date he really started America's present transportation system of some 265,000 miles.

Then commenced also what might be termed a "History of the Locomotive," for with the advent of the railway in 1827, steam as a motive power on rails was an unknown quantity So far as locomotion over its original line of 14 miles to Ellicott City was concerned, the founders of the railroad had to be satisfied at first with the horses and experiments with dogs. Then for a little while the "sail car" was tried out and considered a wonder at that time. But by 1830 Peter Cooper had succeeded in perfecting his locomotive for a trial and although a crude one with the boiler upright, it is nevertheless America's first locomotive, from which has developed the massive present day models.

Co-incident with the development of mechanical power and maintenance of way, construction was pushed as rapidly as possible. By 1831 the Railroad had reached Frederick, Md., 61 miles, and by December 1, 1834, its mileage had extended to Harper's Ferry, W. a., 81 miles. Athough beset with many difficulties, it continued its westward progess and on November 5, 1842, reached Cumberland, Md., 178 miles, about half way to its objective point as originally chartered—the Ohio River. By dint of hard work and deter-

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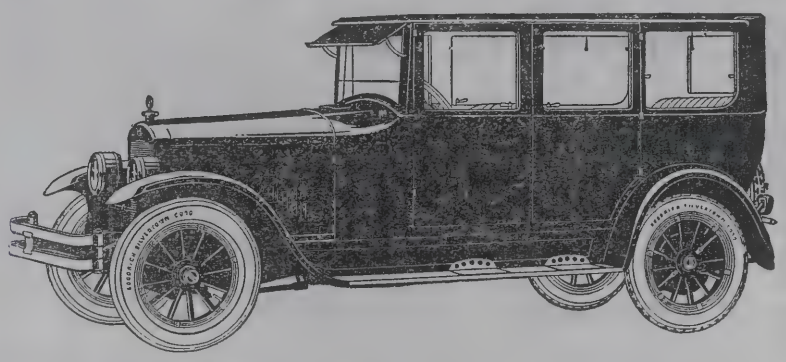
MOTOR CARS



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mination on the part of the owners during the next ten years, it crossed the Allegheniy mountains, reaching the banks of the Ohio River at Wheeling, W. Va., June 22, 1852. Five years later the Baltimore & Ohio Railroad had a line into Saint Louis, via Parkersburg and Cincinnati.

From 1861 to 1865, the years during which the United States was rent by Civil War, the Baltimore and Ohio Railroad was the line of strategy for both the Confederate and Federal Washington, the Capitol City, and picturesque Harpers Ferry W. Va., run just north and south of the principal battle-grounds, where some of the most bloody and hotly contested engagements were fought, so that the railroad suffered much from destruction of track and confiscation of equipment. At Harper's Ferry locomotives and cars were thrown into the river and bridges were torn down. In the month of July, 1861, 14 locomotives and several passenger and freight cars were taken from the road between Harper's Ferry and Martinsburg, W. Va. In 1859, John Brown made his famous attack upon the United States Arsenal alongside the Baltimore & Ohio tracks at Harper's Ferry, W. Va. Many have called this the birth of the Civil War. Constant molestation throughout that period by the forces of the contending armies necessarily linked this stretch of the Baltimore & Ohio with this nation's history.

As the pioneer railroad, the Baltimore & Ohio was the first to recognize the importance of establishing export terminals to carry on trade with foreign countries. As early as 1868, steamship connections from the Company's waterfront terminals at Locust Point, Baltimore to Europe through Bremen, were established. Three years later the Company had extended another rail line westward to Pittsburg, Pa., and by 1874 to Chicago. With the addition of its line to Philadelphia and by means of the Philadelphia and Reading Railway and the

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For State Representative
RUSSELL R. RIDENHOUR

For prosecuting Attorney
HENRY C. SPRINGER

For Clerk of the Circuit Court
J. HARVEY KNAUER

For County Treasurer
CARRIE P. WEAVER

For County Surveyor
BENJAMIN S. MILLER

For County Sheriff
EDWARD CASSELMAN

For County Coroner
AMOS N. ADAMS

For Commisioner North District
OSCAR FULK

For Commisioner Southwest District
WILBUR HAWVER

VOTE THE STRAIGHT REPUBLIC
ECONOMY, EFFICIENCY, AN

DEKALB COUNTY REPUBI

J. HARVEY K

OF CORU

Republican Can

Clerk of DeKalb

YOUR SUPPORT WILL

REPUBLICAN STATE TICKET

For President
CALVIN COOLIDGE

For Vice President
CHARLES G. DAWES

For Governor
ED JACKSON

For Lieutenant Governor
HAROLD VAN ORMAN

For Secretary of State
FREDERICK E. SCHORTEMEIER

For Attorney General
ARTHUR L. GILLION

For Auditor of State
LEWIS S. BOWMAN

For State Treasurer
BEN H. UHRBAHNS

For Reporter Supreme Court
MRS. EDWARD F. WHITE

For Judges of Supreme Court
BENJAMIN WILLOUGHBY
Vincennes

WILLARD GEMMIL
Marion

For Judges Appellate Court
F. M. THOMSON, Versailles

E. H. DAUSMAN, Goshen

For Superintendant of
Public Instruction
NOBLE SHERWOOD

PUBLICAN TICKET TO INSURE
CY, AND A FAIR DEAL TO ALL

REPUBLICAN COMMITTEE

MRS. CARRIE P. WEAVER

Your County Treasurer
for two years,

REPUBLICAN
CANDIDATE

for

RE-ELECTION

Your support will be
appreciated.

VOTE FOR

HENRY C. SPRINGER

REPUBLICAN
CANDIDATE

for

PROSECUTING
ATTORNEY

VEY KNAUER

CORUNNA

an Candidate for

Kalb Circuit Court

WILL BE APPRECIATED

AMOS D. ADAMS

AUBURN, INDIANA

CANDIDATE FOR **CORONER** REPUBLICAN TICKET

YOUR SUPPORT WILL BE APPRECIATED

Central Railroad of New Jersey, it formed the last big link in its main line chain, effecting ain entrance into New York waterfront properties on Staten Island, New York.

In addition to its principal main lines, the Baltimore & Ohio has acquired many important branches or feeder lines that tap the wealth of natural resources in West Virginia, Ohio and Pennsylvania, forming anet work of rails serving twelve of the richest states in the Union and approximately one-third of the population oi the country.

Located as the property is with abundant natural resources within its reach and short routes to the seaboard, at Baltimore, Philadelphia and New York, its traffic has steadily grown from year to year. Although the biggest percentage of its traffic is in coal, the Company has likewise built up a constant flow of diversified business.

Today the Baltimore & Ohio operates over 5,200 miles of line, owns 100,000 freight cars and ordinarily employs between 60,000 and 70,000 employes.

GARRETT
PAST AND PRESENT

The tract of land on which Garrett proper now stands, from all early accounts was not an inviting spot for a town. There were tamarack swamps in every direction from whose dismal looking waters came the song of the frogs. In many places where paved streets smooth the pathway of travel the frogs once held their carnivals. The stories told of fever and chills and buck-ague seems now in decided contrast to modern sanitary conveniences in the city of Garrett. Surely the march of progress has made beautiful plants to grow and roses to bloom where marsh shrubbery was formerly rampant.

On the north side of the Baltimore & Ohio tracks Luke Hall was the first to clear and improve the quarter section,

CALVIN C. KAIN

DEMOCRATIC CANDIDATE

For Re-election for

COUNTY SURVEYOR

November 4, 1924

REGISTERED PROFESSIONAL ENGINEER

No. 818

Twelve Years Practical Experience

Your support appreciated My past record is

MY GUARANTEE.

afterwards selling a part of it to James L. Smith and Andrew Ozmun. Several sub-divisions on the north side of Garrett are known as the Ozmun additions.

On the south side of the tracks Samuel Link is credited with clearing the first 80 acres. Joseph Bloom and Godfrey Mathews bought adjoining land and Christian Long owned the land where the Baltimore & Ohio shute is now located. With the exception of Mr. Ozmun the Railroad Company purchased the holdings of the men whose names were just mentioned. The activities of Washington Cowan, who acted as Agent for the Railroad Company are mentioned in another article, "Early Days of Garret," in the purchase of land for the Company.

In the above article Mr. Frazier refers to a log hut as being the only signs of habitation It is generally believed that this was the one-room hut of Christian Long, whose wife had left his home, bread and board, and it required several years to find her to join the deed. She was eventually located in Nebraska and insisted upon being paid $15.00 for her signature.

The total purchase of land in 1874 amounted to 604 and one fourth acres—Mrs. W. J. Anthrop, 44 and one-fourth acres; Chris Long, 40 acres; Jake and Catherine Link, 10 acres; Samuel and S. Link, 300 acres; J. L. Smith, 100 acres; F. C. and N. Bartles, 45 acres; D. E. Matthews, 40 acres; G. Rodenbaugh, 80 acres; Joseph Leeson, 40 acres; Holmes Link 8 acres; John Kitchen, 40 acres; and C. Hoick, 55 acres.

In 1876 the Township in which Garrett is situated was formed by taking a portion of Butler and Richland townships It was named after Mr. Keyser a member of the Railroad Company, as many others of the Railroad Company have been honored in the naming of the streets.

H. M. Bicknell erected a one-story frame building, 20x 30 in April 1875. This, we are

FURNAS

The Cream of
QUALITY

ICE CREAM

McDERMOTT'S

127 NORTH RANDOLPH STREET

GROCERIES,
MEATS,
PROVISIONS

Choice Line of

CIGARS AND TOBACCO

GARRETT -:- INDIANA

informed was the first business building, he occupying same as a Drug Store and dwelling. Mr. Covell for a while carried a small stock of clothing in the same place. Mr. Bicknell also furnished meals to a number of employees of tre Railroad Co.

The first structure of any size was erected by O. C. Clark on the south-west corner of King and Randolph streets. This building, was later used by the Reyhers and Mr. Stewart.

The first Post Office was in the second story of this building, the mail-boxes being made out of a dry goods box. Mr. W. A. Pratt was the first Post Master.

Two baggage cars were used on the tracks in 1875 as a dining room. This was in charge of Mr. Tubbs and was continued until a depot dining room was instituted. This was under the management of the Homers, of Dayton, Ohio. This was where Tom Taggart dealt out the doughnuts and coffee and "got his start". The B&O depot was built in the spring of 1876 and opened the 4th of July in the same year.

The Jno. L. Davis Hardware Store was an institution in 1875.

The DeKalb House was the name of the first hotel on its opening January 1, 1876. Chris Connecht was the land owner when Tom Taggart was clerk in this hotel.

Abe Rinhoel has been mentioned as the first lawyer in Garrett.

Mr. Jack Thompson is recalled as the constable during the early days.

The first religious services were conducted by Mr. Long who was in the furniture business at Auburn, but the first minister was the Rev. George Adams, a Methodist.

The first trustees after the town was incorporated consisted of Dr. S. M. Sherman, N. W. Lancaster and Dr. Parker.

In January 1877, a school was opened with Miss Edith L. Jackman as principal and Miss Alice N. Widney and Miss Coller as teachers.

PATTERSON'S PHARMACY

THE REXALL STORE

....ALWAYS....

THE BEST PLACE TO TRADE

PHONE 29

COME TO THE

"B. & O."

GOLDEN JUBILEE

While here Check your Parcels, Eat your Lunch and Make yourself at Home at

LITTLES' HARDWARE

GARRETT, INDIANA

The first printing office was established in the year 1875 under the management of Maloney & Wind.

At a meeting of the Town Board of Garrett held in October 1876 we find the member ship of said board consisted of W. A. Pratt, Jr., Chas. Lincolnhelth and John Paull

The town was incorporated in December of 1875, after an unanimous vote was taken by votes cast irrespective of the residence of the voter.

Dr. and Mrs. Parker opened the first school.

A. Lackey was the first dray man in Garertt and in the early days was kept quite busy moving the people in and out as the population was changing almost constantly.

Many saloons and drinking and gambling was going on at all times but more especially on pay-days when the sharks from other cities would congregate in Garrett and fleece the boys out of their hard earned wages.

The 14th of July 1877 inaugurated the Railroad Strike that gave Garrett a decided setback. An interesting account of the strike was furnished the Garrett Herald in its issue of April 1886 by I. J. Stewart, the conductor on a local train eastbound on the day of the opening of the strike, who with the crew were carried bodily off the train. John Smith was engineer, C. W. Wing fireman John Dawson, John Lillybrige and John Strouse, brakemen.

Sunday morning, the 15th of July 1877, the Episcopal church was dedicated with Rev D. L. Trimble as the first pastor.

On October 30th, the Garrett Mutual Building Loan and Savings Association was organized. The men interested in this venture were W. Y. Johnston, M. C. Clarkston, W. J. Frederick, D. L. Trimble, T. M. Blair, W. T. Hopkins, A. N. Rinehoel, M. B. Rowe and J. O. Powell.

The first secret order was the Masons, organizing in 1878

N. Korniscka was the first merchant tailor.

WE HAVE ONE AIM—
ONE PURPOSE—

TO SERVE YOU WITH

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Groceries and Meats

WE ARE NEAR AS THE TELEPHONE

NO. 114

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THE RATRIE CO.

THE PURE FOOD STORE

MOORE & CASEBEER

Established 1890

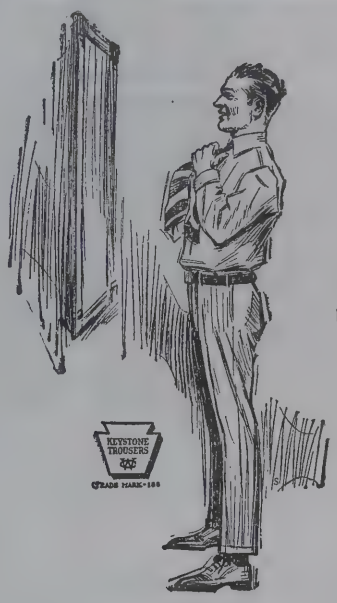
FURNITURE - - RUGS

FLOOR COVERINGS

THE HOME STORE FOR THE HOME

104 N. Randolph St. 108 W. King St.

GARRETT, : INDIANA



WELL DRESSED MEN

Appreciate our complete line of

MEN'S WEAR

STYLE PLUS CLOTHES

Florsheim,
Ralstons
STAR BRAND SHOES

Complete
Outfitters
For Boys

A. C. HOUSER

Better buy of us than wish you had.

Other fraternal and labor organizations followed shortly afterwards.

Up to 1875—1876 Garrett's progress was slow but the greatest strides in Garrett's first boom began in 1875 and 1876. Judge Carpenter, an attorney for the Baltimore & Ohio Railroad Company moved his family to Garrett from Warsaw, Indiana, and through his efforts the Railroad became interested in being represented by Mr. W. J. Frederick, Land Agent at the time Garrett began to develop in a way that has lasted until this day.

Progress may have seem to have dragged out at times but slowly and surely the City has been spreading out, improving and taking on a healthy and vigorous condition and continual growth is in evidence.

Judge Carpenter with Biggs D. Thomas organized the first bank in June 1881.

Catholic Church soon followed the Episcopal Church, when Father Young began his active life in Garrett. Other churches soon followed in the wake of these. Many improvements began to follow thick and fast.

In the weekly Cliper issued in 1885 by Little Brothers, reference is made to Garrett's population being about 2,000 and being destined to reach another 500 before many years Garret has doubled its population since tehn and it is estimated that the figure is now close to 5,300, bearing out the prophecy of former times that it would be the largest town in DeKalb County.

Garrett has improved wonderfully during the past year. Many new business buildings and residences attested to its onward march. Indications point to greater strides in 1925 The Baltimore & Ohio Railroad is giving encouragement to a bright future for Garrett in the coming years. No city of its size can point to better public buildings, school buildings, churches, business houses and homes.

Charles Lindoerfer is given credit for building the first chimney in Garrett.

A GIFT THAT DOESN'T REQUIRE AN OCCASION—THAT IS ALWAYS TIMELV—

—YOUR PHOTOGRAPH

FRIENDSHIP'S PERFECT GIFT—

—YOUR PHOTOGRAPH

AT CHRISTMAS TIME YOUR FRIENDS WILL RECEIVE NO OTHER PRESENT LIKE YOURS—IF YOU GIVE—

—YOUR PHOTOGRAPH

SHEET'S STUDIO

THE B & O AND GARRETT THE PAST FIFTY YEARS IN PHOTOGRAPHS—DO NOT FAIL TO SEE THIS THIS COLLECTION.

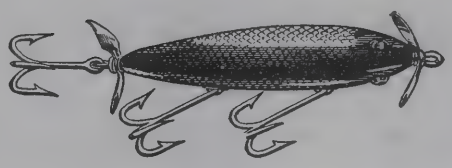
GARRET, INDIANA, AND THE BALTIMORE & OHIO

Garrett, to the Baltimore and Ohio Railroad is its chief division headquarteds west of Akron and Newark, Ohio, and east of Chicago, on the New York-Chicago route. It is, and has been, truly a "Baltimore and Ohio city." Not that the Railroad Company has anything to do with the municipal or civic affairs of Garrett. As a good citizen of Garrett it participates—as every good citizen should—in its celebrations and other things for the general civic good.

But from the viewpoint of the railroad company's extensive ownership of property in and around Garrett such as yard facilities, tracks, stations and other buildings, in addition to the number of men employed, which is always much larger at division points than in the cities of greater size, Garret is a Baltimore and Ohio city.

Here there are a great number of Baltimore and Ohio men who have grown up in Baltimore and Ohio atmosphere; who are as much a part of the Baltimore and Ohio family as they are part of the city of Garrett. You see these men in your every day life—railroaders, whose trade has been handed down to them by their fathers and even by their grandfathers. They embrace every phase of railroad life—engineers, firemen, brakemen, conductors, switchmen, signalmen, trackmen, hostlers, car repairmen, boilermakers, machinists, blacksmiths and other branches of shopmen; clerks, freight, handlers, stenographers, supervisors and so on to the operations of the division in his charge.

At the division headquarters then, of a "Baltimore and Ohio town" what effects the Railroad, affects the men and like wise the City in which they live. They radiate in their spare time amongst employees of other local business houses, with many of whom they are neighbors and whom they are



Floating
Injured
Minnow

Number 1500--Price **$1.00**

The best fish getter for the Lakes in Northern Indiana. You are losing fish if you do not have one.

TACKLE CATALOGUE FREE

CREEK CHUB BAIT CO.

WHEN YOU BUY YOUR FALL "PERSONALITY"

Its Personality you are getting, you know, when you buy a suit of clothes.

For several months that suit is to be the visible "YOU." It should be worthy of you.

Our Hart-Shaffner & Marx and Cloth Craft clothes have a quality that you like.

Our fall line of Ladies', Men's and Children's Foot Wear now in. See them before you buy.

BOSTON CLOTHING AND SHOE STORE

MOYER BROTHERS

RIEDHART CO.

is one of the oldest business establishments in Garrett which has never entirely changed.

Late in the fall of 1875 Joseph Singler settled in Garrett and established a grocery store, meat market and a bakery combined. Through his popularity and his qualification as an able business man he gained a class of patronage of influential friends unsurpassed in any business in the city.

Its business has grown along side the Baltimore and Ohio Railroad. Mr. Riedhart purchased his uncle's interest in 1910., and has maintained the popularity and qualification as an able business man and has more than doubled the volume of business since that time.

We invite you to come in and get acquainted with us. You will find a friend at all times at your service.

GROCERIES, MEATS
and
DRY GOODS

111 NORTH RANDOLPH
Garrett, Indiana

Phone Nos. 14 and 24

known as Baltimore and Ohio men.

There is no stigma of servility attached to such appellation, however; the men who are born and reared in, and who work for, the Railroad in a rail road town, are usually proud of their railroad and its biggest boosters. Theirs is not exactly a selfish interest, but a species of loyalty in employment found only among railroad men of a railroad town.

Like its sister city of Willard, Ohio which marks the eastern extremity of the Chicago division, Garrett is named after a railroad president—John W. Garrett, who was the chief executive of the Baltimore & Ohio longer than any other of its other thirteen presidents (1858-1884). Mr. Willard is now in his fifteenth year in the presidency. It is significant that two cities of the Chicago division chose to christen themselves in honor of the two Baltimore & Ohio chiefs in whose regimes the Company has made its greatest strides of progress.

It was under the leadership of President Garrett that the Baltimore & Ohio attempted what it long had in mind to stretch out and join by bands of steel the Atlantic seaboard with the thriving city of Chicago. It was a time of railroad expansion generally. The middle and far west were developing rapidly and to keep abreast of the times the railroads were expending money in large sums building farther and farther westward to take care of those settling in undeveloped territories.

Chicago loomed up in importance even then as a commercial and industrial center and to reach that objective, the Baltimore & Ohio naturally sought the shortest line between its western extremity, Chicago Junction, Ohio, (now Willard) and the metropolis of the west. From the terminus of the old Sandusky, Mansfield and Newark railroad, which is now the Baltimore & Ohio, was the starting point toward Chicago. After surveys were made the

OUR AIM IS TO PLEASE

GEO. W. ILER
Phone 165
GARRETT, IND.

present line from Willard, thru Garrett, to Chicago was decided upon and built. It was completed in 1874.

On January 1st of that year the first train on the Chicago division was run as far as to Deschler, Ohio, with John F. Mitchell at the throttle of the engine. Mr. Mitchell is now retired and lives at Garrett. The first train over the entire Chicago division was operated from Chicago Junction (Willard) to Chicago, November 23 1874.

When it became apparent that the Baltimore & Ohio's line from the east to Chicago could be further shortened, the last link was built and completed in 1891, between Akron and Chicago Junction, Ohio. This afforded a direct route between the Atlantic coast and the principal city of the middle west, so far as the first railroad of the country was concerned.

In the building of the Chicago division many difficulties had to be surmounted, but this was true of railroad construction in general. The spirit of progressiveness that had marked pioneer railroad construction, that had crosed the high ridges of the Alleghanies knew no obstacles. The railroad builders of the seventies had learned much from those who had blazed the trail in the thirties. They did not have the terror of the unknown to cope with, but following in the footsteps of their forefathers could build the railway much faster and more efficiently from the principles laid down by experience.

At Garrett, the yard has a capacity of 1,673 cars and it is the point where all freight trains change engines. It's terminal facilities include a 30-stall engine house, machine shop, erecting shop, boiler shop wood working shop, blecksmith shop, freight car repair shop, power house, storehouse, cinder pit, gravity type coaling plant, and many other features common to a division point city on one of America's large trunk line systems.

OVERLAND AND WILLYS-KNIGHT

AUTOMOBILES

OVERLAND AND FORD PARTS

Complete Line of Auto Accessories

Fisk, Goodrich and Kelly, Springfield Tires.
Wrecking service day and night.

Day Phone 115 *Night Phone 478 W*

McLAUGHLIN'S GARAGE

GARRETT, INDIANA

KRAUS & APFELBAUM

Main and Edgertown Sts.
FORT WAYNE, INDIANA

Long Distance Phone Main 4460 — Homo Phone Main 2590

INDIANA'S LARGEST GRAIN, SEED, FEED AND WOOL FIRM

Farmers of DeKalb and Adjoining Counties will find this Market to their Advantage.

We want all kinds of
Field Seeds
Come in and see us, we will save you money!

PROGRAM

THURSDAY, OCTOBER 30

PROGRAM

Speaker's Stand

Gym Building

H. M. VanLear Presiding

Mrs. John W. Thomson, Musical Director

9:30 A. M. County Horseshoe Contest.

2 P. M. "America"
Address of Welcome
—by Mayor Geo. F. Schulthess
Response —by Supt. H. G. Kruse
Free Act.
Address —by W. H. Johnston
Pres. Int'l Ass'n of Mach.
Chorus
Address —Gov. Emmett Branch
Band Concert

2:30 P. M. District Colt Club
3 P. M. B. & O. Shop Tour
3:30 Purdue Exhibit Lecture
(in Old Eagle's Home)
4 P. M. B. & O. Exhibit Lecture
(in Peanut Park)
7:00 to 8:00 P.M.
Union Jubilee Praise Services

(Ministerial Association)

Monte L. Green, Presiding
Prof. Mark Senskie, Musical Director.
8 P. M. "America"
Presentation of Willard Memorial
Address —by Daniel Willard
Pres. B. O. R. R.

8:30 P. M. Motion Pictures
Community Chorus
Address —by Sen. S. M. Ralston
Vets Chorus
Free Act
Address —by Mrs. Verna Hatch
of Huntington
Solo — by Mrs. John W. Thomson
Band Selections
Motion Pictures
Free Act
Chorus

H. M VAN LEAR D. S. VAN LEAR

VAN'S

NEWS STAND

MAGAZINES, PERIODICALS,
NEWS PAPERS, CANDY, CIGARS,
TOBACCOS AND SPORTING GOODS.

GARRETT, INDIANA

VOTE FOR

PETER K. DEVITA

DEMOCRATIC
CANDIDATE
FOR

PROSECUTING
ATTORNEY

DEKALB AND STEUBEN
COUNTIES

Regardless—

OF WHAT AILS YOU

YOUR CHIROPRACTOR

S. J. HESS, D. C.

WILL GET YOU WELL

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Chiropractic is no longer an experiment, but an exact science, curing anything curable and many so-called incurable diseases. No matter what your trouble is, chiropractic will get you well. We specialize in female troubles and goiter. Don't wait--see Dr. Hess today at

I. O. O. F. Building. Garrett, Ind.

HE IS DEPENDIBLE

EAT

"GOOD TASTE"

BREAD

THE TASTE TELLS

EGAN'S BAKERY

Phone No. 8

Garrett, Indiana

PROGRAM

FRIDAY, OCTOBER 31

H. G. Kraus Presiding.

Mrs. John W. Thomson, Musical Director

9:30 A. M. Free for all Horseshoe Contest.

2 P. M. Address —by S. U. Hooper, Supt. Akron Div. B. & O. R. R.

Free Act

Address —by Mr. Sheppard, President O. R. C.

Band Selection

Address —by Mr. H.V. Vorhees, General Manager Western Div. B. & O. R. R.

Chorus

Address —by Mr. D. F. Stevens Division Supt.. B. & O. R. R.

Address —by Congressman L. W. Fairfield

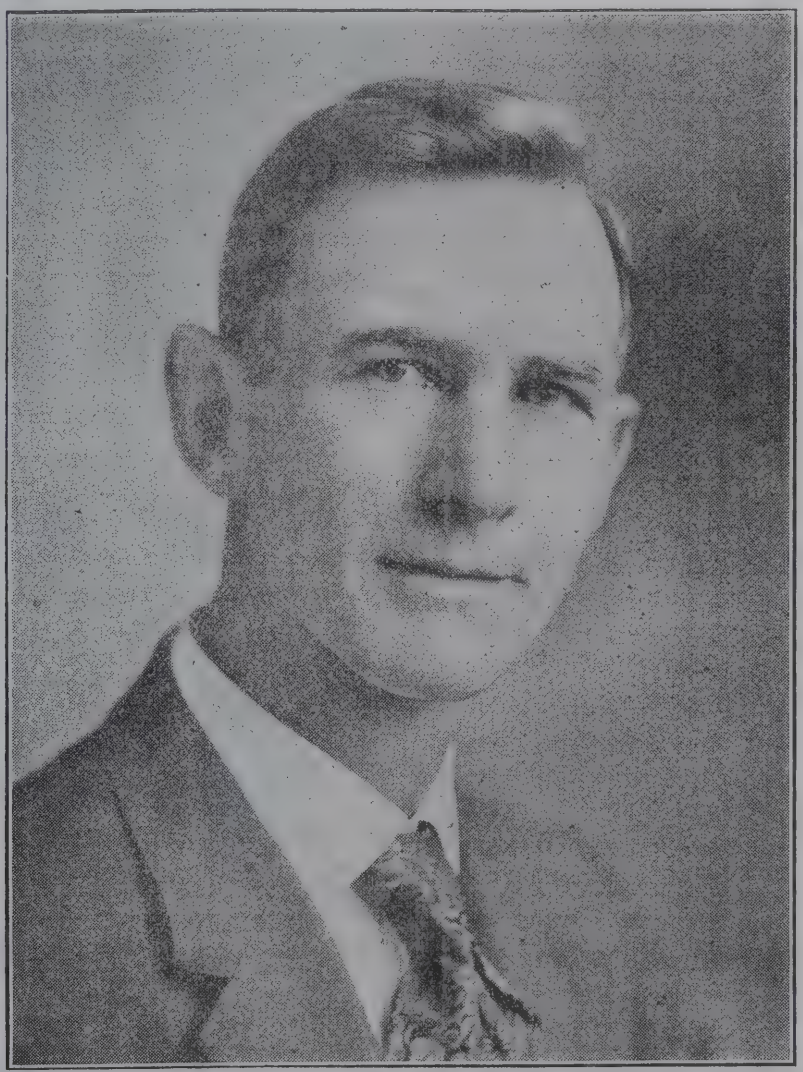
Band Selection

Free Act

3 P. M. B. & O. Shop Tour

3:30 Purdue Exhibit Lecture (in Old Eagles Home)

4 P. M. B. & O. Exhibit Lecture



FOR

SHERIFF

RE-ELECT

Bill Morr.

Honesty in Office

FOR

All Classes, Creed

and Races.

THE BANK OF

SERVICE

Ever since this bank was established, it has been closely allied with agricultural interests of its comunity, helping the farmers of this county in every way consistent with sound banking practice.

It has helped to make our County one of the most progressive and prosperous agricultural sections in Indiana and today it is serving an ever increasing clientele among those who draw their living from its fertile soil.

GARRETT SAVINGS LOAN AND TRUST COMPANY

Garrett, Indiana

CARLETON B. McCULLOCH

DEMOCRATIC CANDIDATE

FOR

GOVERNOR

He declares for:

Purity of courts.

The supremacy of the law and the right to worship according to conscience.

Better working conditions for labor.

The development of good roads with the proviso that their ruinous cost of construction must be reduced.

He stands for:

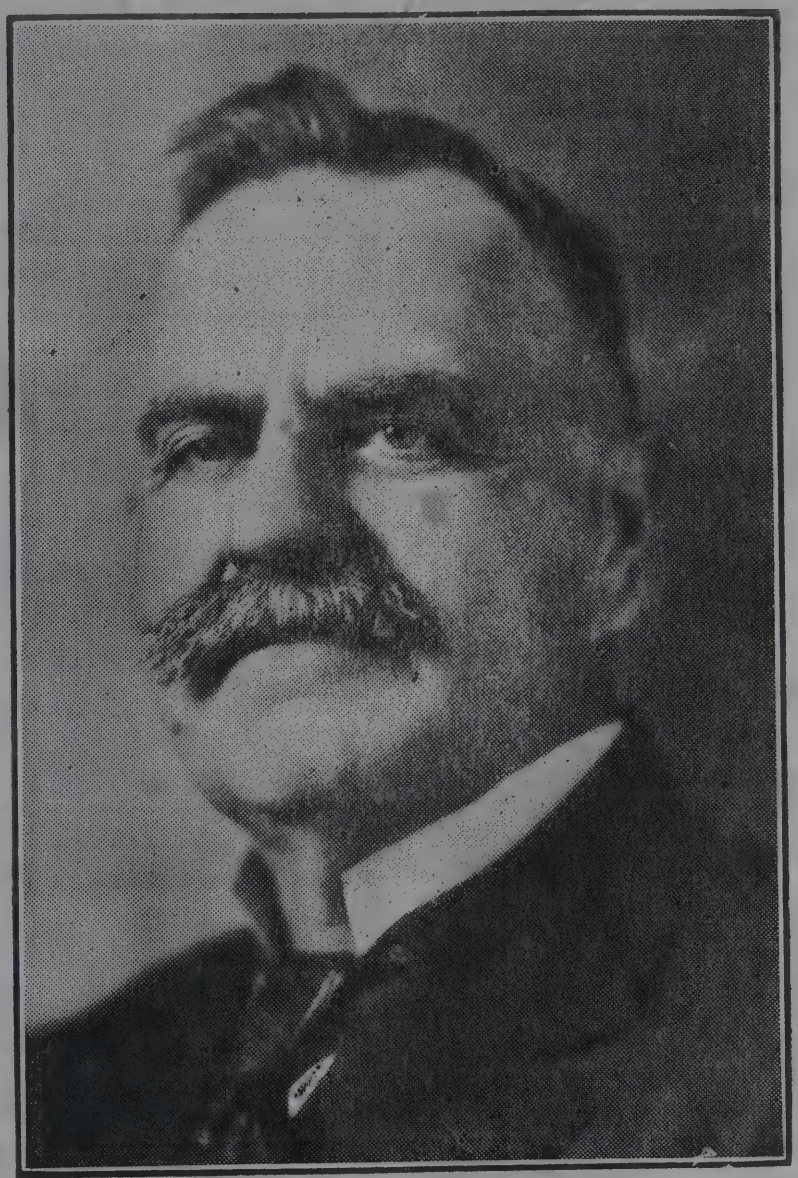
A definite plan for tax reduction. Old fashioned economy---spending less money.

Local self-government in the fullest degree consistent with good government and protection of the tax payer.

Women's rights in all political activities.

It is of the utmost importance for you to vote for, and elect Carleton B. McCulloch, a man whose integrity and executive ability are above reproach. He will administer your state affairs honestly. His executive ability has been proven by his splendid record during the World War, and the administration of his private affairs.

Contributed by supporters of Carleton B. McCulloch, irrespective of party belief.



CHARLES BRANSTRATOR

A Farmer For Congress

Democratic Candidate, 12th Indiana District

FOR CONGRESS

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